

May 9
180 men were hunting for seals over the icy plains. They were left helpless while she was driven to sea. Two nights and a day elapsed before she reached them again, and when she did she found that 48 had perished from hunger and cold.

Some had gone mad from their sufferings, others had collapsed from exhaustion and been frozen stiff, a few had been killed by fragments of ice tossed about, while others had fallen into the ocean and drowned. Only 25 bodies were recovered, the others having met a grave in the depths of the sea. About 50 of the survivors were frostbitten, and it was a sad-looking ship that returned to port that year.

Fogs often shut down over the flocks and hundreds of men from the different ships may be isolated by them, incapable of regaining their vessels and kept in this pitiful predicament for a whole night, scantily clad, poorly provisioned and having to burn their boats and clubs to keep themselves warm.

If the weather is without snow-storms or frosts they escape with no worse mementoes of their experience than seared noses, ears or fingers, and not a year passes but some such accident to the progress of the fishery has to be recorded.

Gripped Off Labrador.

Another famous ice-floe horror was the loss of the sch. Huntsman in 1872, off Battle Harbor, Labrador. She and the Rescue, a sister ship both seal hunting, got gripped in the ice in a storm, and were swept south by the current. Shortly after dark on Sunday evening, April 9, she struck Bird Rock, an outlying islet, and was flung over on her beam ends by the ice and waves.

The waves, sweeping over her jerked her spars and flung a mass of struggling wretches into the surf, where the jammed chunks of ice battered the life out of them. Others climbed over the weather bulwark to the floe, only to be caught and

crushed to death by this as it rafted up against her side. Within an hour 42 of the 62 men she carried were dead.

The very next year, 1873, the sch. Deerhound lost 24 out of 56. They had been sent off in boats among the "open" or scattered ice, to cruise in the watery lanes and thus conduct the hunt impossible on foot. A storm arose and the boats were crushed between the writhing fragments, and the hapless occupants sank or scrambled on to a tossing pan.

For two days the gale raged and at its close there was not a vestige of the little flotilla to be seen. Two more days were spent by the schooner in cruising about, and part of one boat was sighted. Upon its being overhauled two starving and frost-bitten sealmen were found beneath it, who died soon after being rescued. They were the only ones of the whole number ever heard from.

St. Mary's Bay Disaster.

The St. Mary's Bay disaster occurred in 1875, and stout and stalwart men today, who figured in it as boys, have never forgotten the dreadful experience. The ice drove in during March and brought with it a derelict French schooner, the Violette, from St. Pierre, which had become enmeshed in the floe. Her crew had gotten ashore and the coastfolk swarmed off to her to strip her of her fittings.

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An offshore gale struck them as they went. Many returned, but the ice opened and cut off 45 from succor. They made toward the brig as a means of shelter, but many never reached her. Blinded by the whirling snow in the darkness and the cold, they toiled on only to fall as their strength gave out and perish by the way. Thirty died on the floes, some were frozen, many smothered, others drowned.

In 1873 the steamer Tigress picked up survivors of the ill-fated Polaris expedition, who had been cast away the previous November on the Greenland coast and had been five months on the ice pans, drifting south with the current. Daylight was just breaking when the watch reported about some people on a large pan, with the American flag flying.

Then a kayak put off, and Hans, an Eskimo, came alongside, and said: "Ship lost, captain gone." Boats were immediately lowered and 19 persons, including two women and one baby, born on the ice pan, were taken aboard the Tigress amid cheers again and again renewed. They had to be washed and fed, cleaned and clothed.

Marvelous Endurance.

Tales of the marvelous endurance of the sealers are not few. Thomas Green of Grenspond as a boy was sailing with his father, another man and apprentice lad. He was tending his seal nets when a "divy" or snow-storm came on and the boat became unmanageable and drifted off to sea. They struck a small island but were carried off again. That night the father and the apprentice lad died, the next morning the other man perished.

The boy dressed himself in all the clothes of the other three, whose bodies he kept in the boat, and ate the flesh of an old seal they had for their net. In the third day he gaffed, by wonderful luck, an old seal in the slob ice. This he hauled in and set drinking the warm blood.

On the fifth day he killed a young seal, and thinking he saw a ship

walked five miles over the floe leaving his boat behind. The phantom ship proved to be an island of ice and in the night he had to tramp back again to his poor open punt.

On the seventh day he was really beginning to give up hope when a vessel, the Flora, suddenly hove in sight. He shouted loudly, it being dark, whereupon she immediately tacked as if to leave him. Again he shouted: "For God's sake, don't leave me with my dead father here!"

The words were heard on board plainly, and the vessel hove to. The watch had thought his previous shouting was of unearthly origin. He and his boat, with its pitiful load, was picked up and sent back by a passing vessel to his home in Greenland.

Danger of Coast Sealing.

The sealers along the coast are subject to the same dangers. Almost every spring a succession of easterly winds will drive the whelping ice against the shore. The coastfolk hail its advent joyfully, as it means a rich if risky harvest for them. Every man who can walk, all the boys over 12, and often times the women, too, hurry forth on the floes to glean the spoil.

They start at midnight so as to be among the herds at daybreak, and as soon as the light permits the slaughter begins. While the floes are "jammed" against the coast the set-

ters know neither rest nor sleep, for every "tow" of seals they bring to land means a few more dollars, and while the harvest may continue for a fortnight it may, on the other hand, last only a day.

The strong landward breezes pack the ice against the shore. This closes the blowholes, and the seals, to mount and leave the pans with ease, must go farther out, among the looser ice. Thither the hunters follow, and when a shift of wind comes this ice is the first driven to sea. The men are usually so absorbed in their work that they give no thought to the veering breeze.

By and by they awake to their danger and it becomes a wild scramble for life. Dropping everything they hurry for the shore. Wide lanes of water cut them off from safety, the pack is opening and its separate fragments are dispensing over the face of the ocean. If there is an extensive unbroken area they may reach it and get near enough to land to be rescued by boats, but if the pans are smaller there is little hope for them.

Lost at Trinity Bay.

One of the most harrowing of all these catastrophes was the Trinity Bay disaster in 1891. The ice had closed along the shore and the coast-folks sailed out for seals. Suddenly the wind changed and hundreds were driven seaward before a sharp breeze, incapable of helping themselves. Then the alarm spread and the rush for safety began.

Some landed near their homes, others many miles away. Scores were driven right across the estuary, 40 miles beyond, and effected a lodgement there. But 36 fishermen of English Harbor were swept toward the ocean, trapped among the outer floes and doomed beyond salvation.

Then there were hurrying and signalling along the shore, the firing of alarm guns and the lighting of beacons, telegrams to St. John's for tugs, and a call for volunteer schooners from the bights, and inlets which breast the wide Atlantic. Heroic efforts toward rescue were made, but all in vain.

For two days the keen-eyed mariners watched the big floes with their long telescopes and twinkling fires at night, amid winter darkness told that the driftaways were burning their gaffs, ropes and seal carcasses to keep alive. Then the wild fury of a blizzard swept the bay, and blotted out the whole grim tableau.

Sea Lingo in the Making.

Practically every recognized language has been called upon at some time to help in building up the vocabulary of the sea.

"Davy Jones" for instance, might be taken to refer to some dead and gone Welshman, but the name is derived from quite another source. One should speak of "Duffy Jonah's locker," for that was the original, "Duffy" being the West Indian name for a spirit or ghost, and "Jonah" referring to the prophet.

Another expression gradually corrupted out of its original form is the "dog watch." It was originally the "dodge watch" because it lasts only two hours, and was intended to insure that the same men shall not be on duty every day during the same hours.

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The "jury mast" has nothing in common with the "12 good men and true," except its derivation from the same French word "four," meaning "one day." The jury-mast is erected temporarily "for a day," just as the jury in its legal sense, meant a tribunal summoned for a short time.

The "sheet anchor," the largest anchor carried by a ship, should really be the "shote anchor," and is so called because of its great weight, which allows it to shoot out in cases of emergency.

"Port" is a comparatively new expression. In the old days they used to refer to "larboard" and "starboard." "Starboard" has nothing in common with the twinkling stars of the heavens, it is derived from the Anglo-Saxon on "steer-board" or "steer-side." In Viking times the galleys were steered by an oar, which the helmsman held with his right hand. "Larboard" was probably a corruption of "lower-board," the larboard side being inferior to the other.

The word "admiral" is Arabic springing from "emil el bagh," or "lord of the sea." "Captain" comes from the Latin "caput," but "mate" is Icelandic, and means "companion" or "equal." "Coxswain" had a curious origin. The "coxswain" was a man who pulled the last oar in the captain's boat, which was described as the "cockboat." This, in turn, was a corruption of a small, round boat found on the rivers Usk and Wye, and known as a "coracle." Coxswain is therefore a Welsh name.—Tit-Bits.

Portland Fishing News.

Pollock are now being found in many directions along the coast, large bodies having been seen the past few days in the vicinity of Boothbay. The sloop Isabel Parsons and Olympia came in Sunday with good sized catches, and the schooner Marion Turner, which is looking for them at the eastward, is liable to show up any time with one of her usual big catches.

The schooner Marjie Turner, which left here last December for the southern coast and has been fishing all winter out of Pensacola, was reported more than a week ago as on her way home. This evidently was a mistake, as she is now reported as arriving at Pensacola last week with a fare of 18,000 pounds of red snappers and groupers.

Several of the steam netters were in Friday, the R. J. Killick, Nashawena and Joanna all having fish. The Geisha was also out, but did not haul, a leak having developed in her boiler after she got outside, she having considerable difficulty in getting back to her wharf.

The fishing sloop Sarah A., which had her foremast head carried away while jibing in a squall a few days ago, is lying at Long wharf, where she will also undergo a general overhauling.

Contd above

SEINERS LAND SOME POLLOCK

One Little Steamer Also Brought 25 Barrels of Large Herring Here.

This morning's arrivals here were in variety, including one from haddock-ing, a salt drifter, one from pollock seining and a small herring fare, besides light receipts from the remaining few gill netters that are still in the game.

Sch. Jorgina from Western Bank has 80,000 pounds fresh fish and sch. Patriot from drifting, 12,000 pounds salt cod. Sch. Marion Turner, pollock seining, landed 25,000 pounds fresh pollock and 5000 pounds cod, while yesterday, steamer Bryda F. took 25 barrels of large herring over to the Shoals.

The gill netters landed 16,000 pounds mixed fish Saturday and yesterday. Yesterday's fleet was very small, only four boats lifting.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Jorgina, Western Bank, 80,000 lbs. fresh fish.
- Sch. Patriot, salt drifting, 12,000 lbs. salt cod.
- Sch. Marion Turner, pollock seining, 25,000 lbs. fresh pollock, 5000 lbs. fresh cod.
- Sch. Bryda F., seining, 25 bbls. herring.
- Italian boats, 5000 lbs. fresh fish.
- Sch. Sunflower, gill netting, 1000 lbs. fresh fish.
- Sch. Alice, gill netting, 700 lbs. fresh fish.
- Sch. Medomak, gill netting, 2000 lbs. fresh fish.
- Sch. Quartette, gill netting, 1000 lbs. fresh fish.

Saturday's Gill Netting Fares.

- Sch. Water Witch, gill netting, 3000 lbs. fresh fish.
- Sch. Sunflower, gill netting, 1000 lbs. fresh fish.
- Sch. Ibsen, gill netting, 3500 lbs. fresh fish.
- Sch. Dolphin, gill netting, 500 lbs. fresh fish.
- Sch. Medomak, gill netting, 1000 lbs. fresh fish.
- Sch. Mary L., gill netting, 1200 lbs. fresh fish.
- Sch. Little Fannie, gill netting, 2000 lbs. fresh fish.

Vessels Sailed.

- Sch. Pythian, south seining.
- Sch. Pinta, south seining.
- Sch. Flora B. Oliver, haddocking.
- Sch. Jennie B. Hodgdon, Newfoundland.
- Sch. Mettacommet, south netting.
- Sch. Manomet, south netting.

One Netter at New York.

The only mackerel arrival at New York this morning was the netter Te-cumseh with 1700 large fresh mackerel, which sold at 30 cents each.

BRITISH CRAFT BRINGS HALIBUT

Sch. Morning Star, Once of Boston, Has Fine Fare at New Pier.

The week did not start off very brisk at the new fish pier today, nine fares being all that was reported at 7.30 this morning, when the big mart opened for business.

Among the crafts in was the sch. Morning Star, formerly owned in Boston, but now sailing under British register.

She brought 16,000 pounds fresh halibut and 47,000 pounds fresh fish, one of the largest trips of the day. Two beam trawlers, the Long Island with 46,000 pounds and Foam 65,000 pounds, were also on hand, while schs. Gladys and Nellie had 43,000 pounds, Sadie M. Nunan, 36,000 pounds.

Prices were slow, wholesalers paying \$2 to \$3.50 a hundred pounds for haddock, \$2.75 for large cod, \$1.75 for market cod, \$1.25 to \$3 for hake, \$1.50 to \$3 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

- Sch. Long Island, 43,000 haddock, 3500 cod.
- Sch. Foam, 60,000 haddock, 6000 cod.
- British sch. Morning Star, 12,000 cod, 35,000 cusk, 16,000 halibut.
- Sch. Gladys and Nellie, 11,000 haddock, 32,000 cod.
- Sch. W. M. Goodspeed, 11,000 haddock, 6500 cod, 5000 hake.
- Sch. Hattie A. Heckman, 27,000 cod, 1000 pollock.
- Sch. Vesta, 700 haddock, 10,000 pollock.
- Sch. Good Luck, 700 haddock, 29,000 cod.
- Sch. Sadie M. Nunan, 4000 cod, 29,000 hake, 3000 cusk.
- Haddock, \$2 to \$3.50 per cwt.; large cod, \$2.75; market cod, \$1.75; hake, \$1.25 to \$3; pollock, \$1.50 to \$2; cusk, \$1.50.

Landed Fish for Another Craft.

Sch. Lottie G. Merchant, Capt. Ralph Webber, on her trip of May 5, landed about 2,000 mackerel for sch. Arthur James, Capt. Archie Devine.

Sailed South Seining.

Schs. Pythian, Capt. Solomon Jacobs, and Pinta, Capt. Daniel Grady, sailed on south mackerel seining trips this morning.

Gone Mackerel Netting.

Schs. Manomet, Capt. William Price and Mettacommet have sailed south, mackerel netting.

Going in Sch. Esperanto.

Capt. Christopher Carrigan has arrived from Canso, N. S., where he has been spending the winter and will fit sch. Esperanto for seining.

AMONG THE FLEET IN THE HARBOR

Str. Cromwell has moved from Pew's and is now taking out salt at Bradley's wharf.

Str. Gertrude T. is on Parkhurst's ways, getting ready to return to the lakes.

Strs. Quoddy and Venture are being remodeled forward and are having their decks enlarged.

Sch. Fitz A. Oakes has abandoned trawling and will now fit for netting.

Sch. Yankee is being fitted out for shore fishing by Capt. John Dench.

Barge Alice has a cargo of coal for the Gloucester Electric Company.

Sch. Fannie Belle Atwood is being painted up, preparatory to being fitted out by Capt. Jethro Nickerson.

Str. Anna T. fell over at Reed's wharf Saturday and is on Parkhurst's ways this morning repairing the damage sustained.

TODAY'S FISH MARKET.

Salt Fish.

- Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
- Eastern halibut codfish, large, \$5; medium, \$4.50.
- Georges halibut, codfish, large, \$5.50; mediums, \$4.50.
- Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
- Haddock, \$2.00.
- Hake, \$1.15.
- Pollock, \$1.75.

Fresh Fish.

- Splitting prices:
- Haddock, \$1.10 per cwt.
- Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
- All codfish, not gilled, 10c per 100 pounds less than the above.
- Hake, \$1.10.
- Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
- Pollock, 90c.
- Fresh halibut, 12c lb. for white, and 9 1/2 c lb. for gray.

Fishing Fleet Movements.

Schs. Cavalier, Thomas S. Gorton, Natalie Hammond were at Arichat, N. S., Thursday.

At Canso last Thursday were schs. Sylvania, Lillian, Georgianna.

On Wednesday schs. A. Piatt Andrew, Richard, Muriel and John Hays Hammond cleared from Canso for the Magdalen Islands.

Schs. Adeline, Russell and Mary F. Sears were at Liverpool, Wednesday, and cleared.

Schs. Sylvania, Lillian and Georgianna arrived at Canso Thursday and Clintonia sailed from that port the same date for Magdalen.

Halibut at Portland.

Sch. Titania is at Portland this morning with 5000 pounds fresh halibut.

State Department Hear From.
Master Mariners Association Receives Reply to Its Letter.

The Master Mariners Association received a reply from the state department in answer to a letter sent by association on April 24 to Secretary of State Bryan in which it was stated that through the activities of Congressman Gardner the reciprocal fishing privileges desired had become confused with other issues and that only hoped for such modification of existing arrangements as could be granted by an order in council.

The reply of the state department is as follows:

Department of State.
Washington, May 5, 1913.
Alexander J. Chisholm, Esquire,
Secretary Pro Tem of the Gloucester Master Mariners' Association, Gloucester, Massachusetts.

Sir:—The Department has received your letter of April 24th stating that it is not the desire of the Master Mariners' Association to have any modification of existing treaties or any

isolation on the part of the Canadian Parliament as appears to have suggested by Congressman Gardner but prefers rather to have such modifications of existing arrangements could be granted by an Order in Council.

In reply I beg to inform you that the department is giving the matter continued attention and hopes to attain for the fishing interests the desired trading privileges in Canadian waters. In this connection it may be pointed out that, in view of Mr. Gardner's knowledge of the history and conditions governing the fishing industry, the department invited an expression of his views on the subject, and that Gardner did not on his own responsibility offer any suggestion to the secretary of state, either in connection with the jurisdiction of an order in council or in any other matter affecting the present situation.

I am, sir,
Your obedient servant,
For the Secretary of State:
ROBERT LANSING, Counselor.

Going Seining.

Sch. Little Fannie has abandoned gill netting and will fit for seining. Str. Water Witch, Capt. Chas. Saddle has finished her season in the gill net fishery and will now fit for seining.

Week's Receipts at Boston.

Fresh fish receipts at Boston for the week ending May 7 were 2,177,190 pounds from 58 fares against 1,605,800 pounds from 55 arrivals for the corresponding week of 1913.